

Please AMEND the paragraph beginning at line 34 of page 87 to read as follows:

B2
A skidding prevention control according to the tenth embodiment will now be described with reference to the flowchart of Fig. 31. The routine of Fig. 31 is executed at predetermined intervals (for example, ten to fifty milliseconds) while the engine is running. When necessary, the left front wheel 14 will be referred to as a left driving wheel 14L, and the right front wheel 14 will be referred to as a right driving wheel 14R.

IN THE CLAIMS

Please AMEND claim 4 to read as follows:

- B3
4. (Twice Amended) An industrial vehicle comprising:
- an engine;
 - a torque converter;
 - a transmission coupled to the engine by the torque converter;
 - a driving wheel, wherein the driving wheel is rotated by power that is transmitted from the transmission;
 - a hydraulic brake for braking the driving wheel, wherein the hydraulic brake generates a braking force, the magnitude of which corresponds to a hydraulic pressure applied to the hydraulic brake;
 - a brake valve for adjusting the hydraulic pressure applied to the hydraulic brake;
 - a brake actuator, which is moved by a human operator to actuate the hydraulic brake;
 - a parking brake located on an output shaft;
 - a sensor for detecting the rotational speed of the driving wheel; and

b3 a controller, wherein the controller controls the brake valve such that the hydraulic brake brakes the driving wheel with a force of a normal value, which corresponds to a force applied to the brake actuator, wherein the controller computes the rotational deceleration of the driving wheel while braking based on the detected rotational speed, and wherein, when the computed rotational deceleration exceeds a predetermined deceleration determination value, the controller controls the brake valve such that the braking force of the hydraulic brake is set to a limit value, which is smaller than the normal value,

wherein, when the vehicle speed is lower than a predetermined determination value, the controller maintains the braking force of the hydraulic brake at the normal value regardless of the rotational deceleration, and

wherein the parking brake is switched from a non-braking state to a braking state by the controller if the vehicle speed is lower than a predetermined value.

REMARKS

Claims 1-44, 47, 48 and 50 are pending in this application. Claims 30-33, 35-37, 39, 41-44, 47 and 50 have been withdrawn from consideration, claims 1-3 and 5-29 have been allowed and claims 4, 34, 38, 40 and 48 have been rejected. Applicants have amended claim 4.

Applicants respectfully request reconsideration of the application in view of the above amendments and the following remarks.

1. Claim 4 was rejected under 35 U.S.C. §103(a) as being unpatentable over Iwata in view of Matsuda U.S. Patent 4,771,850.

Applicants respectfully assert that neither Iwata nor Matsuda discloses, individually or in combination, the subject matter recited in amended claim 4. Applicants have amended claim 4